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Memorandum

To: ENRP Co-Chairs Sean O'Connor & Barry Weinstein, MD

From: Transportation Subcommittee Chair Hal Morse

Re: April & May 2003 meetings

Date: June 6, 2003

The Erie-Niagara Regional Partnership's Transportation Subcommittee met April 11 and May 16, 2003 at Christino's at the Amherst Marriott. Present for the April meeting were subcommittee members Morse, Burmaster, Ferraro, Meckler (proxy), and Wendel, as well as ENRP Co-Chair Weinstein, and additional representatives from the NFTA and GBNRTC. Present for the May meeting were subcommittee members Morse, Ferraro, Meckler (proxy), Schroeder, and Wendel.

Job Development & Transportation

Following receiving approval late last year from the ENRP to pursue a job development and transportation project to use public transportation to link people to jobs, the GBNRTC and NFTA have agreed to shepherd this project through our subcommittee. A Proposed Study Work Task was developed (see attached), and it was agreed that we should choose a pilot site in each county. One suggestion for the Niagara site was the Seneca Niagara Casino, and proposals for Erie included the relocating National Fuel headquarters and the Airport corridor area. Other suggestions are welcome, as no sites have yet been chosen. We are also looking for feedback on the Work Task proposal. The subcommittee will be examining possible synergies between this project and efforts such as the Regional Economic Development Strategy. As this is our major initiative for the year, it also dominated conversation at the meetings.

Other Topics

Other topics discussed included cross border transportation issues, transportation issues related to casinos and convention centers in terms of employees and patrons, a strategic level regional rail study, and federal transportation legislation issues, particularly in terms of reauthorization of trust fund programs (T3) and how they might affect financial resource availability in New York State.

ENRP PILOT TRANSPORTATION PROGRAM

Study Work Task

1. Identify areas of transit dependent population (lower Income & auto ownership rates) using Census information, GBNRTC demographic data, and GIS technology.
2. Identify areas of job growth opportunity using NFTA information on job placement and openings. ENRP to select two target **current** opportunity areas for this study. *Potential areas could include Casino area in Niagara Falls; Lockport Road Industrial Park in town of Niagara; NFIA area; GBNIA area; Walden Avenue corridor; Niagara Falls Blvd. corridor; Millersport Highway; Union Ship Canal; Gallagher Beach area.*
3. GBNRTC/NFTA to perform base condition accessibility analysis between the population and employment areas.
4. GBNRTC/NFTA to develop and test alternative service options for improved accessibility between these areas, including but not limited to: a) new fixed route service; b) expanded existing service (extension or variation of existing bus route); c) enhanced existing service (improved frequency or hours of service); d) shuttle services via Metrolink
5. Alternative options presented to the group
6. Preferred service option selected. Service option selected to be worked into the NFTA operations through the NFTA Service Planning Department. There will be a lead-time to incorporate this service into operations.
7. Funding source for operating costs identified. Possible sources include but are not limited to: a) shifting of resources within NFTA; b) private funds; c) Development Agency funding; Municipality funding. Funding may include all or a combination of the above.
8. Formal coordination process meeting on a consistent basis to be developed to incorporate transportation planning and operation into the Industrial Development agency process for job expansion/retention efforts. Process as described above exists to some extent today but occurs on an ad hoc basis. Will be set up to include Workforce Development Agencies; Industrial Development Agencies, Developers, Companies, Local officials, and Planning groups. Insure companies that where they locate they will have access to necessary workforce pool.
9. This coordination process to be used as a template for future pilot studies or on a regional basis. This process can be utilized by the NFTA for its JARC program and to assist the GBNRTC in its Long Range Planning efforts. Future job growth opportunity areas to be output from the currently ongoing Framework Study.